## THE PRINCE OF WALES.

His Royal and Imperial Highness in England.

A MAGNIFICENT RECEPTION.

The Serapis Convoyed to Port by a Squadron of Iron-Clads.

"WELCOME HOME."

Benedict's Hymn Rendered by Two Hundred Voices.

LONDON IN ALL ITS GLORY.

Recognizing Old Acquaintances and Saluted by the Populace.

Received by His Mother, His Wife and His Children.

SKETCH OF THE TOUR IN INDIA.

ISPECIAL DESPATCH TO THE HERALD BY CARLE ! LONDON, May 11, 1876.

His Royal Highness the Prince of Wales arrived in England, from India, to-day, having come by way of Gibraltar, Madrid and Lisbon. He left Lisbon on the 8th inst. and landed at Portsmouth, from Her Maleuty's war ship Scrapts, Hon. Henry Carr Glyn, R. N., Commander, which was placed at his service when he set out on his tour.

The Serapia, together with the royal yacht Osborne and the steam frigate Raleigh, passed Hurst Castle at ten minutes to eleven o'clock in the morn

THE PRINCESS GOES OUT TO MEET HIM.

The yacht Alberta, on board of which was the Princess of Wales and the royal children, met the Prince in the Solent, and all the vessels proceeded to Portsmouth, where a landing was effected and a public reception given to the Prince.

AN ENTHUSIASTIC RECEPTION.

His reception was grandly enthusiastic at Ports mouth and in London. Tens of thousands of people assembled on Southsea Common to witness the spectable of his landing. A MAGNIPICENT CONVOY.

The Serapis was convoyed to port by the splendid tron-clads Sultan, Warrior and Hector, which fired

THE WELCOME. The Prince, on landing, received a cordial welcome from the Mayor and Corporation of Ports-

The musical arrangements on the occasion were very imposing. Sir Julius Benedict had written a national song, with chorus, entitled "WELCOME HOME."

mateur tenor, Mr. C. E. McCheane, and the chorus was rendered by a choir of 200 voices. A grand march, entitled "Hail to Our Prince," had been written expressly for the occasion by Mr. J. Winterbottom, the conductor of the Royal Marine Artillery Band, and was performed by a full orchestra under the direction of the composer. A spacious orchestra had been erected in the Dockvard for the accom-

IN THE STREETS.

The streets through which the cortege drove were lined with soldiers, who presented arms as the Prince passed. There were thousands and thou-

Seven thousand school children paraded. The

Corporation of Portsmouth gave to each of them a medal commemorative of the event of the return of the Prince. Such were the chief features of His Royal High

IN LONDON-A MILLION OF PROPLE OUT.

A million of Londoners had gathered in the streets before five o'clock in the afternoon awaiting the Prince's arrival.

The route of the Prince's cortege was from the Victoria Railway station to Grosvenor place, through Piccadilly, St. James' street. Pall Mall and Marlborough Gate to Buckingham Palace

DIS MOPIFER WIPE AND CHILDREN At Ruckingham Palace Her Malesty the Queen re ceived the Prince before his going to his home at

Marthorough House. The Prince arrived home at Mariborough House at half-past seven o'clock in the evening. In the carriage were the Princess of Wales and two of the

HIS APPEARANCE. The Prince is slightly bronzed by the sea and sun.

but he looked very well.

RECOGNITION OF OLD PRIENDS. When passing through the streets of London he

bowed to the people and was continually recognizing his old acquaintances as they saluted him from the windows of the various clubs. THE PROPLE JOYOUS.

The dwellings and places of business in the streets through which he travelled were picturesquely prated with dags and banners. The balconies were filled with ladies waving handkerchiefs. Fleet street was described.

PROUD OF THE PRINCE HUNTER.

The welcome in the metropolis was indeed intensely enthusiastic. The Londoners are proud of the Prince of Wales, who returns to them with all the fame of his elephant and tiger hunting exploits mil upon him, besides a halo of the mysterious dors of the Orient which it is pleasant for Eng-

Now that His Royal Highness the Prince of Wales has landed safely in England, amid salvos of artillery has landed sately in Augusta, and sately of artificing and the greetings of the municipalities and people, as described in our special cable telegram from London, it is somewhat curious to look back to the gloomy forebodings of the persimiats, who, when the voyage to lunia was first proposed, were inclined to predict cer-

independent rulers. He has shared in their sports he has been carefully watched over and guarded, every human precession, of course, was taken against treach-ery, and yet the military guard was aimost invariably comparatively slight, and on many occasions would have been totally inadequate as a means of protection had unfortunate circumstances rendered such means necessary. There have been a hundred opportunities for the swift and easy use of the assassin's knife; for avenger as he generally considers himself, will watch for his opportunity is incredible save to those who understand the Oriental character. The thought of his own immediately ensuing death as the consequence of his deed in nowise deters the murderer. He cares taking that of his victim. This was exemplified in the case of Lord Mayo at the time of his disistrous visit of inspection to the Andaman Islands, in the Bay of Bengal, the penal settlement for Indian criminals. One of the convicts had made a vow to kill the first prominent white man who should happen to come th Unfortunately for himself and for his country

waited in the deepening twilight of evening behind a rock, sprang like a tiger on the Viceroy's back as he passed, surrounded by his suite, and stabled him with the rapidity of lightning. Having thus performed his vow, the murderer never even attempted to escape and remained to the last perfectly indifferent to his fate, having, as he thought, earned a blessed immortality by may be imagined, then, what risks the Prince of Wales must have run. If a viceroy had been so easily destroyed, what an object for destruction must have been the "Shah-za-dah," the heir of the Empire of Hindostan. The prophets of evil, indeed, thought and with apparent reason, that from the moment when every military station and fort in ludia thundered out a simultaneous royal salute upon his arrival to the moment of his re-embarkation for home the Prince would carry his life in his hand. So far, however, from his life ever having been attempted, the na tive population, high and low, of all castes, have evinced the utmost enthusiasm and loyalty in greating

This must be regarded as one of the most extraor dinary circumstances connected with the history of British rule in India, and as an exemplification of the great change which can be wrought in a subject people in the short space of twenty years by the exercise of that judicious clemency and forbearance which has increasingly characterized the conduct of the rulers of the Indian peninsula since the terrible lesson taught

AN INCIDENT OF THE MUTINY.

While upon this subject it is interesting to narrate a story told by an old Angle-Indian officer while in conversation upon the Prince's tour. This officer was an intimate friend of Scindia. Speaking about the disproportion between the teeming millions of the native proportion and the handful of Europeans who control their destining, Scindia remarked to the officer:—"Ah, yes! I have often had in my mind a fittle calculation upon this disproportion, and, according to my esti-mate, if all the Feringhees (Europeans) in India were ooked and served up on tosst we natives should not by any means have one mouthful each"-a cannibal essive of the exesting state of things. But, of course, the officer could only laugh and acquiesce!

THE MODERN EVERT.

When the history of the "Victorian ago" comes to be written by the chroniclers of the future, this ROYAL PROGRESS, for such it was, through the lands erst of the great

Morul, will figure conspicuously in the history of the British Oriental Empire. The whole journey, although the sporting element was largely predominant through-out, has been one continuous series of magnificent pageants, receptions and fêtes, with which the West

on the 8th of November, 1875, amid the greatest ex-citement of the inhabitants, the news of the arrival of the Prince in the great commercial port of Hindostan was telegraphed to every station and fort in India, and the length and breadth of the peninsula echoed with a

olemn mysteries, and the rock-cut temples of pagan perstition resounded with the laughter of an alien race. Champagne corks popped under the very nose of the grand and majestic triform figure of the supreme

also knew an unaccustomed presence, and the Prince witnessed the dead carried to its platforms and laid out, the unresisting prey of the carrion birds, before whose attacks the last semblance of humanity soon vanished.

AT BARODA, the recent scene of British interference and bungling His Royal Highness met with a magnificent reception from the young Guicowar who has succeeded, under English auspices, to the throne recently occupied by the gentleman who developed such a startling propen-

BURNES OF THE ARRYA, the struggle of beast with beast sud the putting of the superior skill of mankind against brute force were here displayed to the Prince; and sporting excursions, among them "pig sticking," which is the Anglo-Indin slung term for the exceedingly dangerous sport of boar spearing on horseback, was indulged in for the first time. The pork butchers of this country heard with astonishment that the Prince had stuck his first

apparent next visited the ancient Portuguese settle-

whose scattered ruins testified to its former splendor and importance, and, abandoning the project of land-ing at Beypore and crossing the peninsula to Madras, owing to the prevalence of cholers, he went on to CHTLON.

that beautiful and valuable tropical island "draped with forests of perennial green," where, although in-terfered with by torreutial rains, the Prince roughed it among the wild elephants. Here, too, he met with his first mishap, being pitched into a ditch out of his car-

riage when returning from hunting.

troceeding thence by Trinchinopoly and Madras, he at ived at the metropolis, Calcutta, where the great event was the holding of the

CHAPTER OF THE STAR OF INDIA. in which several native princes were invested with the dignities of that Order, although to the Maharajah Puttiaia, who appeared with \$500,000 worth of the Empress Eugenie's diamonds on his person, the glittering insignia could have added but little addiional ontward glory. This pageant was, it is said, one of the most magnificent ever witnessed, even in India.

ligion, was next visited, and the future monarch of the East passed safely through the seat of tanatical Then Lucknow was reached, the scene of some of the most heroic and stirring events of the illar bone and was relegated for a time to the tender mercies of the ladies.

At Delhi a very splendid review of the troops took place, which afforded to the correspondents of the ondon journals infinite material for description of costumes, behavior, &c., of the troops. The founda-tion stone was here laid by the Prince of a memorial which Lord Northbrook is erecting to the memory of

who fell in defence of the Presidency. The native survivors were presented to Bis Royal Righness. The loyalty of these native troops contributed not a little to the safety of the British dominion in India in those dark days of 1857.

was the next point, and here Albert Edward drove India was first proposed, were inclined to predict certain assassination. And yet, how erronsous the event has shown their forecast to have been. For mosths the Prince has mingled freely with the native potentiate of the Sent, both yassals of the British crown and

grand, stately chiefs making obeisances, the soil of outburst of strange instruments. Masters of lance, falchion and shield, fenced in by this extraordinary pageantry, stood or squatted motionless.

with its matchless manusoleum, was lingered over long, as may be imaged, and here the Prince Louis of Battenburg (of whom we heard rumors as the proposed suitor of the Princess Beatrice), broke his collar bone, and at Jeypore the Prince, from the safe cover of a hunting lodge, killed

HIS FIRST TICKE, thes inaugurating the numerous sporting exploits which from this point to the end of his journey, occupied al most his entire attentio

THE TERAL OF SEPAUL but occasionally human beasts of prey. There is no doubt that the arch-field Nana Sabib, after the mutiny, found here a safe asylum until his days were ended. It was the natural place of refuge of crime and rebellion during the dreadful days of the mutiny, although the chief enemies to be feared there now are fever and cholera. Into this is, penetrated and was rewarded by some of

as the quantity is concerned, but the sportsmon of Bombay, who are accustomed to "walk up" tigers as in England men do partridges, look down upon shooting from the comparatively safe position of the ele-

An amusing incident connected with the sporting feats of the illustrious Nimrod occurred in Ceylon, ing of this "big game." The Prince very speedily won the regard of the Cingalese as a sportsman, for he has the keen eye and sure hand of a crack shot, but this was not enough for the native mind. Before the hunt ing excursion was well over rumors spread throughout the population that the "Shazadah" was gifted wit supernatural powers. A glance of his eve was sufficient to lay out dead any animal upon which it was directed forest instantly lost their savage nature and became adah's person. This

needed not to produce music to conquer the beasts of the forests; they were awed and subdued by the mere existence of the divinity that heaged in the royal person.

But this is not all. The Prince had killed an im nense elephant; but when the beaters ran up toward the place where it had fallen, lo and behold! there was no sign of the carcass. The jungle was beaten down by the huge feet of the monster, but the monster had dis appeared. The priests only could solve this startling problem, and to their priests the natives went. The ution was easy.

the great god, had contemplated with his three eyes the deed, and with his five heads had held council with himself and his two great brothers, Brahma and Vishnu. They had come to the conclusion that it would be an outrage to all the principles of the Pantheon to permit an animal slain by such illustrious hands to undergo the indignity of skinning, and it was resolved seem com. In transport the

HAPPT ELEPHANT, skin and all, to heaven. It follows, of course, that if such honors were accorded to the slain still greater Emperor of Hindostan will be clayated to the Pantheor to take his place with the three great gods, and no celestial regions, to carry upon his back his illustrious

The Prince is bringing back with him a perfect menag-eric of the fauna of India, containing, it is said, nearly 150 mammals and birds, among them four elephants, five tigers, two bears, seven deer, and a very fine series of Himalayan pheessants. Among the rarer animals are the Indian manis and the Himalayan chamois, neither of which have before been introduced alive into Eng-land. Workmen have for some time been employed in the Zoological Gardens in the Regent Park, but a large temporary house and yard for the reception of the royal collection, which, although "felis lee" is not to be found in it, will be in the aggregate a "lion"

The witnessing by the Prince in the course of his tour of the performances of the Indian nautch girls, the ladies of the Eastern ballet, you may remember excited the ire of a certain Scotch divine, who could not reconcile with his ideas of setting a good example to the poor heathen the attendance of the Prince at such exhibitions. No doubt much of the severend gentleman's choler arose from the popular idea as to these dances, which, in common with other half-in-formed people, he had imbibed from pictures and poetry descriptive of Eastern life. No doubt such in the scantiest possible raiment. It would surprise them to see for themselves how very much mistaken they are. The dances are "slow" in both senses of the word, being indeed nothing but a mere graceless shuffling about the in a manner certainly not reconciling poetry with moare literally wrapped up from the crown of the head to the ankies, so that even their lazy style of dancing must entail in that climate no little discomfort A evening paper at the time, sarcastically and humorously, invited the reverend cavilier's attention to the

"NAUTCH GIRLS OF EUROPE,"
and points out that he would note several curious difstages, of any London theatre. Firstly, he would have ample opportunity of observing the different color of the skin of the Western nautch girls; and, secondly, he could note the fact that, unlike their Eastern rivals the ballet girls of cilvized regions do lift their feet

Sir Jung Bahadoor, on taking leave of His Royal Sir Jung Bahadoor, on taking leave of His Royal Highness, asked the interpreter to tell him that "from now and forever all we have is his—our men, our money, our lives." Oriental hyperbole and loyalty are probably equally mixed in this remarkable declaration, but the words seem really to sum up, in brief, the results of the whole visit, which, in its satisfactory features, has far transcended the expectation of even the most

THE PRINCE'S RETURN-AT MALTA. The Prince of Wales having bid farewell to his friends n India embarked on board the Serapis at Bombay on he 13th of March, and salled immediately from the was received by the Rhedive, and from thence went to Malta, Gibraltar, France, Spain and Portugal, embarking, as stated in our special telegram from Lisbon, for England. His Royal Highness enjoyed a grand recep-tion from King Alfonso in Madrid.

THE GREATEST TRAVELLER OF THE DAY. The Prince has in seventeen weeks traversed 7,600 miles of land, 2,300 of occan, seen more of the country than any other man living, and knows more then all the Viceroys and Governors together.

SUICIDE OF AN OLD BOSTON EXPRESSMAN.

Mr. Nathaniel S. Lillie, a man about forty-seven years of age, who has been employed as money delivery messenger of the American Express Company in this city for over twenty years, committed suicide in the bath rooms connected with the Quincy House barber ahop, about noon to-day, by taking sulphuric ether. It appears that he asked for a bath and was given a tul. He locked the door, removed his clothing and took a tatal dose of ether.

FLIGHT OF A DEFAULTER.

CHICAGO, May 11, 1876. City Collector George Von Hollern left this city last night for Europe, via Canada. He has confessed to friends that he is a defaulter in the sum of \$100,000, and this confession is verified by an examination of his accounts. A great part of this amount has been used to pay gambling debts, which, it is said, he was constantly contracting.

MORMON MURDERERS BAILED.

SALT LAKE CITY, U. T., May 11, 1876. In the Mountain Meadow massacre case, at Beaver, Judge Boreman to-day admitted Lee to ball in \$15,000

## LONDON CABS.

A Perfect System and Cheap Fares in the English Capital

A Drive of Two Miles for Twenty-Five Cents.

CENTS AN HOUR.

Admirable Regulations and Strict Police Management.

HINTS FOR NEW YORK "CABBIES."

Fifty years ago, in 1826, London was considered so wast a place as to be a wonder of the world. The the aristocratic sites of Belgravia, the wealthy mer-chants' quarter, Tyburnia, Trafalgar square and the sumptuous clubs of Pall Mall and St. James were then murshes, market gardens, meadows or outlying siums and "rookeries" of the metropolis. The continuous growth and expansion in all directions of the city, far beyond the old walls of London and the limits of minster, and the absorption of many of the suburban towns and villages, naturally produced a demand for greater locomotive facilities, the demand ceeping pace year by year with the gradual increase of the metropolis. Thus a history of public vehicles of London and the passenger traffic of its streets forms an important corollary to the later history of the place tself. I say the "later" history, for, previous to the Elizabethan age Londoners of the wealthier classes rode on horseback, or went by boat up and down what was then the silvery Thames to their destination, while the poorer classes trudged through the miry streets. But at the period which I have chosen for the commence

Stephenson had mildly suggested that a train on rails might safely be propelled by steam at a rate of twenty ing the obstructive "coo;" and rapid locomotion was beginning to be felt as one of the necessities of the day. Yet people turned from George Stephenson and his railroad projects with scorn, preferring to point with complacency to His Majosty's mails, perfectly appointed rivers and guards in scarlet and gold, and spanking teams of bob-tailed horses, as the perfection of loco-motion. And, indeed, to do the age justice, His Majesty's mail coaches were far from undeserving of this pride as they assembled every evening in front of the General Post Office to receive sengers and the limited correspondence of the day. ple in those days were not often in a hurry, and conveyance. The "backney carriage," however, made its appearance in obedience to the want of the popula tion, the name being derived, it is said, from

THE SUBURE OF HACKERY, vehicle was generally a second-hand, patched-up out-cast from the coach house of some nobleman or even of these antiquated coaches were called "Jarvice," and were chiefly distinguished, as we may learn from the myriad flounced capes of their top coats. The race is not yet extinct. But London outgrew the backney the cry. One Bell met the demand by inventing a one-horse vehicle, a kind of hooded chaise, to which he adapted the French name "cabriolet," speedily con-tracted by John Bull into "cab," Quite unlike the modern "four-wheeler" and "hansom" were these early cabs. At first the driver sat inside along with his fare; but this arrangement not proving satisfactory
Jehu was subsequently oussed and placed in a little
perch pa the right of the vehicle, thus making room
log two persons inside. Then came an employ-like
constituence, which was entered at the back, the two
persons facing each other and the driver in Iront. The direct ancestor of the four-wheeled cab was the "brougham," from which are descended the 4,261

"GROWLERS" OR "CRAWLERS" which ply in the metropolis. Fifty years ago Birming ham and Liverpool possessed certain street vehicles called one-horse cars; but until 1837 the private onequite unknown. Rapidly extending in use over the whole of civilized Europe, the brougham soon found its way function of the four-wheeler is the conveyance of ladies and families to and from the railway stations. The uncomplimentary epithets by which this useful adjunct of modern locomotion have tling of its windows and the funereal pace at which it travels, drawn by its one sorry nag. The roof can be utilized for the baggage and impedimenta of travellers, which are kept in place by iron rails, which can be raised for the purpose, but lie flat when not required. There is much room for improvement in the "four-whoeler;" it is ill constructed, racketty, and in its internal arrangements very far from perfection.

HANSON CARL.
Having traced the descent of the four-wheeler, we will now proceed to do the same with regard to the hansom, which takes its name from the inventor of the light two-wheeled carriage now in use, the most popuoriginally from Naples, although there can be no doubt that the credit is due to Ireland for having taught us by her jaunting cars what a single horse can do when at-tached to a light, well arranged, well balanced vehicle. The class of Londoners which makes use of hansoms was amusingly described some years ago in a well

known periodical:—

There is a very large class of riding London which, while not sufficiently rich to keep its private carriage, holds omitions conveyance in contempt and score, noather flys and pins its vehicular faith on cabs alone. To this class belong lawyers' clerks, of whom, red one holding and perspiration covered, there are always two or three at the Holborn end of Chancery lane, finging themselves into hausoms and being whirled off to Guidhall or Westminster; to it belong newspaper reporters, with their notebooks in their breast pockets hurrying up from Parliament debates to their offices, there to turn their mystic hereoglyphics into sonorous phrases; to it belong stock brokers having "time bargains" to transact, editors hunting up "copy" from realestrant contributors, artists burrying to be in time with thoir pictures ere the atern exhibition gailery porer closes the door, and, pointing to the clock, says, "it's struck;" young gentlemen going to or coming from Gremorne, and all people who have to catch trains, keep appointments or do anything by a certain specified time, and who, following the grand governing haw of human nature, have, in old failes' phraseology, "driven overything to the last." To such people a hansom cab is a primary matter of faith.

As we have thus briefly glanced at the origin and

As we have thus briefly glanced at the origin and story of the two kinds of vehicles known as "four wheelers" and "hansoms," I will proceed to the more deavor first to explain the Parliamentary regulations which control

of the metropolis. Cabs, in all their relations, are under the immediate superintendence of the Commissionder the immediate superlatendence of the Commission-er of Police, to whom is intrusted the carrying out and enforcing of the provisions of the two acts of Par-liament entitled "The Metropolitan Streets act" and "The Public Carriage act." For the convenience and safety of passengers and of the general public the former of these acts contains the following directions as to the lighting of cabs and the indications by which it may be known whether the vehicle is fit for use:-

It may be known whether the vehicle is fit for use:—
During such portion of time between sunset and survice as may be fixed by the Commissioner of Police of the metropolis from time to time no driver of any hackney carriage shall ply for hire unless the hackney carriage shall ply for hire unless the hackney carriage in such manner and position as may be directed by the Commissioner of Police of the inetropolis.

Any driver plying for hire in contravention of this enactment shall be liable for each offence to a pensity not exceeding forty shillings (\$10).

The portion of time so fixed by the said Commissioner shall be made known by notice posted up at every standing for backney carriages in such conspicuous position as may be directed by the said Commissioner, but in any proceedings for enforcing the foregoing regulation as to lamps it shall not be necessary to prove that such notice was given.

from time to time, cause to be affixed such pinte or mark in such position as he thinks expedient to any hackney carriage certified by him to be in a fit condition for public use, and may cause to be removed such plate or mark whenever such carriage has, after notice to the owner thereof, been determined by him to be in a condition unfit for public use. If any plate or mark adopted by the said Commissioner of Police of the metropolis for dustinguishing backney carriages that are fit for public use is affixed to any hackney carriage without his suithority, or if any plate or mark is affixed to any hackney carriage the owner of the carriage and also the driver (unless such owner or driver proves that he was ignorant of the plate or mark being affixed to the carriage in central control of this section) shall be liable for each offence to a penalty not exceeding forly shallings (\$10).

The second of these acts of Parliament contains the most comprehensive and minute provisions as to the

most comprehensive and minute provisions as to the unlicensed carriages, regulations of the number of perthe rates or fares, the power given to the police to superintend the condition of the cabs and generally to ssist in the carrying out of the statute, and the recov ery of property accidentally left in these carriages.

THE LONDON CAR PARES. Within what is called the "Four-Mile Circle"-i. e., a circle of which the centre is Charing Cross, and the the following are the legal charges, according to an order made by the Secretary of State in pursuance of

the act of 1859.—

By distance—(whether the carriage be two-wheeled or four-wheeled) if the distance does not exceed two miles, for the whole distance. 25 cents.

If the distance exceeds two miles, 12½ cents for each mile of the whole distance.

For any part of a mile over and above any number of miles completed, 12½ cents.

Together with such extra payments (if any) as the driver may under this order be entitled to charge.

Where the hiring is by time the fare shall be iff the time does not exceed one hour, for the whole time, for a four-wheeled carriage, 5) cents; for a two-wheeled carriage, 12½ cents; for a two-wheeled carriage, 12½ cents; for a two-whoeled carriage, 16 cents.

For any period of less than fifteen minutes which is over and above any number of periods of fifteen minutes completed, for a feur-wheeled carriage, 12½ cents; for a two-wheeled carriage, 16 cents.

For any period of less than fifteen minutes which is over and above any number of periods of fifteen minutes completed, for a feur-wheeled carriage, 12½ cents; for a two-wheeled carriage, 16 cents.

Together with such extra payments (if any) as the driver may under this order be entitled to charge.

The fare for the hiring of a hackney carriage hired without the four-mile circle shall (whether such carriage is a nour-wheeled carriage or a two-wheeled carriage is a nour-wheled carriage or a two-wheeled carriage is a nour-wheled carriage or a two-wheeled carriage is a hour-wheeled carriage or a two-wheeled carriage, the place within or without the four-mile circle be regulated as follows:—

Where the hiring is by distance the fare shall be— Where the hiring is by distance the fare shall be-

f the distance over hot listance, 25 cents.

If the distance exceeds one mile, for each mile of the distance 25 cents.

If the distance exceeds one mile, for each mile of the whole distance, 25 cents.

For any part of a mile over and above any number of miles completed, 25 cents.

Together with such extra payments (if any) as the driver may under this order be entitled to charge.

Where the hiring is by time the fare shall be (if the time does not exceed one hour, for the whole time, 6214 cents.

If the time exceeds one hour, for each quarter of an hour of the whole time, 16 cents.

If the time exceeds one hour, for each quarter of an hour of the whole time, 15 cents.

For any period of less than afteen minutes which is over and above any number of periods of fifteen minutes completed, 15 cents.

Together with such extra payments (if any) as the driver may under this order be entitled to charge.

The fare for the hiring of a hackney carriage which is hired within, but discharged without, the four-mile circle shall be regulated as follows:

When the hiring is by distance, then, whether the hackney carriage is a four-wheeled carriage or a two-weeled carriage, the fare shall be (if the distance does not exceed one mile) for the whole distance 25 cents.

If the distance exceeds one mile, for each mile ended within the four-mile circle, 12 is cents.

For each mile ended without the four-mile circle, 25 cents.

For any part of a mile ended without the four-mile

For each mile ended without the four-mile circle, 25 cents.

For any part of a mile ended without the four-mile circle, over and above any number of miles completed, 25 cents, together with such extra payments (if any) as the driver may, under this order, be entitled to charge.

Where the hiring is by time the fare shall be the same as if the backney carriage had been hired without the four-mile circle.

Whether the hiring be by distance or by time, the driver shall be entitled to charge, in addition to what is due to him for distance or time, as the case may be, the following extra payments in the following cases respectively:—

Is due to him for distance or time, as the case may be; the following extra payments in the following cases respectively:—

If any luggage is carried outside the hackney carriage, he shall be entitled to an extra payment of 4 cents for every package carried outside, whatever may be the number of persons carried.

If ht any time during the hiring more than two persons are carried together, he shall be entitled to an extra payment of 12½ cents for every person above two persons so carried. Provided, that two children under the age of tea years shall count for one person, and that for any one such child when carried together with two or more persons the extra payment shall be 6½ cents, and no more.

If a hacknev carriage is hired by distance, and in the course of the hiring is, at the request of the hirry, made to wait, the driver shall be entitled to charge (in addition to what is due to him for distance) an egtra payment as follows:—For each period of fifteen annuise completed, whether in one stopinge or in several stoppages, for a four-wheeled carriage hired within the four-mile circle, 12½ cents; for a two-wheeled carriage hired within the four-mile circle, 16 cents.

The driver shall not be entitled to any extra payment for waiting any less period than fifteen minutes (whether such less period be completed in one stoppage or in several stoppages), which is over and above any number of completed periods of fifteen annuise.

The driver shall not be entitled to receive any extra payment for waiting, if such waiting has not amounted in the whole to fifteen minutes.

A driver if hired by distance shall not be compelled to drive more than lone hour.

Exceeding one mile.

For each mile or part of a.mile.

25c.

(2.) If by time—

For one hour or less... 62)gc.
Above one hour—

For every 15 minutes... 16c.

For any less period... 16c.

c.) If hired within but discharged without Four Mile Circles:

(1.) If by distance—

Not exceeding one mile.

Exceeding one mile—

For each mile ended within circle... 123gc.

For cach mile ended without circle... 25c.

For any part of a mile over .... 25c. (2.) If by time: Payment as if carriage hired without circle.

EXTRA PAYMENTS. a.) Whether hared by distance or by time: Luggage— For each package carried

Reference in case of Complaints or a lest in the Carriage to be made either to t the above address, or to a police station. HACKNEY CARRIAGE,

ply for hire elsewhere than at some standing or place appointed for that purpose.

The proprietor of a hackney carriage shall keep as and all its furniture and appointments, and the harness of the horse or horses drawing the same, in perfect order and repair; and if, with regard to any hackney carriage whilst it is plying for hire, there is educet in any of these particulars, the proprietor shall be deemed to have committed a breach of this order.

CAB BEGULATION The following are among the most important regula

The following are among the most important regulations as to licensing and otherwise:—

A license shall, if not revoked or suspended, be is force for one year, and there shall be paid in respect thereof to the Receiver of the Metropolitan Police, to be carried to the account of the Metropolitan Police, to be carried to the account of the Metropolitan Police, in the second of the Metropolitan Police, in the second of the Metropolitan Police, in the Secretary of State may prescribe.

If any unincensed hackney or stage carriage plies for hire, the owner of such carriage shall be liable to a penalty not exceeding \$25 for every day during which such unincensed carriage plies. And if any unlicensed hackney carriage is found on any stand within the limits of this act, the owner of such carriage shall be liable to a penalty not exceeding \$25 for each time it is so found. The driver also shall in every such case be liable to a like penalty unless he proves that he was ignorant of the fact of the carriage being an unlicensed carriage.

The proprietor of a public carriage shall not knowingly permit his public carriage shall not knowingly permit his public carriage shall not knowingly permit his public carriage shall at all reasonable times allow to all persons appointed by the Commissioner, free access to his premises for the purpose of inspecting the public carriage to which the license relates, the horses used for drawing the same and their harness.

The Commissioners of Police may within their district appoint staneings for backney carriages, or alies the same from time to time at their discretion, and may make regulations concerning the boundaries of the same and the number of carriages to be allowed at each standing and the times during which the hackney carriages may stant or plying the boundaries of the same and the number of carriage to which the license relates, the horses used low drawing the same and the number of carriage to be allowed at each standing and the times during which the hackney carriages may perso

LADY BURDETT-COUTTS' PHILANTHROPY. Perhaps among the many acts of kindness and phil-anthropy which are to be placed to the credit of Lady Burdett-Coutts, the extent of whose purse is only equalled by the largeness of her heart, none was more thoroughly needed or appreciated than the recent sucand to afford them some source of comfort and relie from the hardships necessarily entailed by the life of exposure which they lead and the constant perils of the streets which they have to brave in all weathers. The heart of this charitable haly was touched by the consideration of the sufferings of such necessary servants of the community as our cabmen are, and out of the fullness of her means she applied herself to find a remedy for what has long been felt to be a hardship to a class of men well deserving the sympathy of the public. The tangible result of this beneficent lady's efforts was the establishment of the first

public. The tangible result of this beneficent lady's efforts was the establishment of the first CARMEN'S SHELTER.

Numbers of these wooden erections now exist in the principal high ways of the metropolis, and they constitute an inexpressible boon to the men for whose benefit they were erected. Each shelter is in the vicinity of a permanent cab stand, and is provided with seats to accommodate ten or twelve cabmen, whose comfort is further secured by a cuisine of rather a rough nature, but a very satisfactory one to those for whose benefit it is intended. In these shelters, coffee at libitum is supplied to their frequenters, day and night for a vory small charge, and they are also provided with a stove, whereon, for the charge of two pence, any "cabby" may have his dinner, consisting of choic or steak, cooked, while he is all the time within earthly of the consisting of choic or steak, cooked, while he is all the time within earthly of the consisting of choic or steak, cooked, while he is all the time within earthly of the consisting of choic or steak, cooked, while he is all the time within earthly of the consisting of choic or steak, cooked, while he is all the time within earthly of the constituted society, and bid fair to be a prime means of reforming and benefiting a race of public servants who have at present by no means a high place in the estimation of the community.

SAD AFFAIR AT NEWPORT.

LADY PREYED UPON BY A BITTER MEMORY NEWPORT, R. I., May 11, 1876.

A sad tragedy occurred in this city this morning which is the result of a recent attempt to commit an outrage. It will be remembered that in January last Timothy Sullivan attempted to outrage the wife of Alexander II Carson, of this city, while the latter was on her way home. Since that time the lady, who was very proud spirited, has been melancholy, and at times has shown amistakable signs of insanity. She has hardly been able to care for her interesting family. Her neighbors and friends have done all they could to cheer her up, but to no avail. The publicity of the affair has so preyed on her mind that after rising this morning and partially drassing she took a Smith & Wesson's revolver and

cleaning another pistol, and this doubtless was what brought her attention to the other one. Of late I have had fron bars against her windows, and always locked her bedroom door for lear she would get out hefore I got up. I sleep in an adjoining room and it was my custom every morning, at four o'clock, to go to her room to see how she was. Before her usual time for waking this morning she called to me I told her I would come to her soon. I then went back to bed again. It was always her habit to get up and try to open the door. This morning I noticed she did not get up. At a quarter to five o'clock, while I was always her habit to get up and try to open the door. This morning I noticed she did not get up. At a quarter to five o'clock, while I was a dressing, I heard a loud noise; thought it was a shutter slamming; afterward heard a groan; thought my wife was frightened at the slamming of the shutter; called out and asked her if she wanted to get up; heard no reply; heard her groan again and went in to see what the matter was; found her on the floor, and thought her in a lit; outting my arm under her to lift her into hed I saw blood trickling down her neck, and, to my horror, I saw that she had shot herself. Life was not excinct, but she died in a lew moments afterward without a strugge, Carson nurther stated that on Sunday last she got on the roof and informed her children that she went there to pray. He says that Sullivan is responsible for her death, and that up to the time of the assault she was of an unusually cheerful temper. All her friends are also of this opinion.

usually cheerful temper. All her friends are also of this opinion.

Atthough it was five hours after the shooting a coroner's jury had not been summoned. She lay on the front size of the bed on the floor. Her garments were covered with clotted blood, and her neck and breast were recking with gore. Her beautiful face showed that she had been a great sufferer since her appearance in court to testify against her assailant. Her long black hair hung down her back. On the bed lay the revolver. The husband says he did not keep her locked in her room during the night by force. He always persuaded her to let him leck the door. It is a little singular that he did not see the revolver when he entered the room, and surmise the cause of her death at once. The neighbors say that since the assault he has been very kind to her and has done all he could be have ner lorget the past.

DISGRACEFUL POLICE DOINGS.

WHAT SORT OF OFFICERS GUARD LIFE AND PROPERTY IN THE CITY OF BOGER WILLIAMS. PROVIDENCE, May 11, 1876.

The Mayor and Board of Aldermen to-day resolved themselves into a committee of inquiry to investigate the charges made by the Providence Sun, a weekly paper, against the Police Department. Important and paper, against the Police Department. Important and startling accusations were made two weeks ago to the effect that the different police stations in the city have been used as houses of assignation by the police captains and sergeants; that lewd women have been arrested by subordinates at the insugation of Supervisors; that one woman was outraged by several officers, in a cell, and died from the effects thereof; that a captain committed an assault upon a woman in a lane running from North Main street; that women taken inte custody have been indecently assaulted and exposed; that prisoners have been robbed of money and valuables; that positions on the force have been secured by paying a bonus to a friend of the Mayor, and that the efficers have been guilty of drunkenness and of insulting respectable women wale on duty. These charges are supposed to have been preferred by ex-pontemen. Excitement over the aftair has run high for several days, and on the occasion of the second publication officers were directed to tear down the posters announcing the report, which created an uniavorable impression in the community. Many persons demanded an investigation. The daily papers made no altusion to the matter, and until a lew days say no notice was taken of it by the city government, although it is claimed the Mayor saw the articles before they were printed. The Police Committee asked for a list of witnesses, but the proprietors of the paper refused to comply. This alternoon, however, the publisher, L. K. Ross, and Mr. Alten, the editor, were summoned to appear before the lloard, and gave the names of some twenty persons as witnesses. No testimony was taken, but the parties will be summoned and give their testimony next Tunneday. North Main street; that women taken into c

MANUFACTURING PAILURE.

ms, failed to-day with heavy liabilities, ands are thrown out of employment.